

Dolph Toll Road
Siuslaw National Forest
Tillamook and Yamhill Counties
Oregon

HAER No. OR-2

HAER
ORE,
29-HEB0.V
1-

PHOTOGRAPHS

HISTORICAL AND DESCRIPTIVE DATA

HABS/HAER
National Park Service
Pacific Northwest Region
2001 Sixth Avenue
Seattle, Washington 98121

HISTORIC AMERICAN ENGINEERING RECORD

DOLPH TOLL ROAD

HAER
ORE,
29-HEBO.
1-

DATE: prior to 1874

LOCATION: Near State Highway 22
Hebo Vicinity, Oregon

DESIGNED BY: Unknown

OWNER: U.S. Forest Service, USDA

SIGNIFICANCE: The Dolph Toll Road possesses an integrity of design, materials, and workmanship unusual in a road of this age. The site is associated with the development of the early transportation system of Tillamook County, and recalls the means of travel and communication used during the settlement period. Built, operated, and used by Oregon's early settlers, the 1.6 mile segment provides information on road construction, and represents a significant remainder of the early pioneer road system.

TRANSMITTED BY: Dan Clement, Historian, 1983

Dolph Toll Road
National Architectural and Engineering Record
Data Sheet

1. Historic name and source of historic name:

Dolph Toll Road, the name is believed to have been given to the road as the toll gate was located just east of Dolph townsite. The road has also been known as "Yamhill-Nestucca".

2. Complete Address:

11 miles southeast of Hebo, Oregon near Oregon State Highway 22

3. Materials of Construction:

There doesn't appear to be any specific materials of construction nor does the research indicate any. The road was simply constructed by removing the vegetation and heavy use to create a tread.

4. Date of Construction:

Actual date of construction is unknown. The existence of the road was noted in the 1874 GLO Survey Plat of the area.

5. Builders: Unknown, probably early settlers
Contractors: Unknown

6. Major Alterations and Additions:

Much of the Dolph Toll Roads alignment, including the eastern most portion of the roads grade, was improved, paved and is now part of the Oregon State Highway 22.

7. Major Historical events or people associated with the structure:

There are no known major events or people associated directly with the Toll Road.

8. Dimensions:

1.6 miles in length; tread width is approximately 10 to 12 feet.

9. Features of Note:

There are none to mention.

10. Bibliographic Citations:

Attached

DOLPH TOLL ROAD

Evaluation for Eligibility to
The National Register of Historic Places

AUGUST 1981

E.G. Throup, Historian
Pacific Northwest Region Six

Jennifer Lee Jackson, Historian
Siuslaw National Forest

Forest Service, USDA

Description:

The Dolph Toll Road is located on the Hebo Ranger District, Siuslaw National Forest, Pacific Northwest Region, in Tillamook and Yamhill Counties. The alignment extends approximately 1.6 miles northeasterly from the historic Dolph townsite, and is contained in both private and National Forest lands within Sections 23, 26, and 27, Township 5 South, Range 9 West, Willamette Meridian.

The topography of the Toll Road area is characterized by gently rolling to moderately steep slopes, ranging from 10-30 percent. Two major drainages, Louie Creek and Baxter Creek, tributary to Three Rivers, dissect the area landforms. Major understory vegetation is primarily salmonberry, sword fern, and vine maple, with occasional dense patches of salal. Overstory consists of pure conifer patches primarily on the ridgetops, mixed conifer/alder on the midslopes, and nearly pure alder stands on the stream adjacent slopes.

Approximately 8,520 linear feet of the Dolph Toll Road has been identified between the Dolph townsite and the eastern Forest boundary. Although portions of the roadbed have been disturbed in previous logging operations, the route is well-defined throughout. From the Dolph townsite, the grade runs east directly ascending a gently sloping ridge. Reaching the summit, the alignment follows the ridgecrest trending northeasterly, then gradually descends a broad draw which is transected by the Forest boundary. Essentially a through-cut following lines of least resistance, the average width of the tread is 10-12 feet. The depth of the tread varies according to slope, from 12 inches along the ridgecrest to 12 feet on ascent and descent.

Vegetation has grown over the tread and cutbanks of the Toll Road. The vegetation on the road grade is primarily understory with a mix of sword fern, salal, salmonberry, and vine maple. The vegetative cover on the cutbanks and outer slopes of the Toll Road is understory with an overstory of conifers mixed with patches of conifer/alder.

Soil depth in the area varies from very shallow (less than three feet) on the ridges to very deep (6-12 feet) in the lower valleys and near streams. The soils are highly unsorted and moisture levels are continually high.

Evaluation:

The quality of significance in American history, architecture, archaeology, and culture is present in district, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of persons significant in our past; or

- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded, or may be likely to yield, information important in prehistory or history.

The Dolph Toll Road, which extended from Dolph to Grand Ronde, was part of an early transportation system that linked the settlements of the Tillamook Plain to the Willamette Valley. As the location of an historic activity, the Dolph Toll Road (wagon road) is defined as a site. The wagon road site possesses integrity of location and setting, extending easterly from the Dolph townsite to the Siuslaw National Forest boundary, a distance of 1.6 miles. A segment of this, approximately 1,895 feet in length, crosses an intermingled parcel of private land. Of the identified 8,520 linear feet of road grade (1.6 miles), a 700-foot segment immediately east of the private land, and the westernmost portion, 3,900 feet contained in the Hebo Ranger District, are essentially undisturbed and retain integrity of design, materials, workmanship, feeling, and association. Two segments of the road, the easternmost portion composing 2,100 feet located on National Forest land, and a section approximately 1,250 feet in length contained in private land, have been used as tractor-skid roads in past logging operations, and are in disturbed condition. Although the integrity of the actual bed is impaired in these segments, the alignment of the Toll Road is readily discernible. The 1.6-mile segment of historic grade represents a significant remnant of the early pioneer road system. It assumes greater importance in light of the much diminished mileage remaining intact.

1. The Dolph Toll Road is associated with the establishment of an inland transportation system that had a significant influence on the historic development of Tillamook County, Oregon. It now recalls the means of travel and communication in the period of settlement.

The Tillamook area, encompassing broad alluvial plain with numerous open, easily-cultivated prairies, was particularly attractive to early settlers. Two routes of travel to and from the Willamette Valley, primary source of supply and market for produce, served the Tillamook area: (1) by boat to Astoria, and thence south by land or by sea, and (2) overland up the Yamhill River, across the Coast Range, down the Salmon River, and then north along the coast. The southerly Salmon River route used by a majority of the settlers was long, roundabout, and arduous. Efforts were soon made to shorten this trail.

A new inland trail, alternatively referenced as the Dolph Wagon Road, or the "Yamhill-Nestucca" route, was cleared leading south from Hoquarten Prairie on the east side of the Tillamook Plain, up the Tillamook River valley, through the settlement of Pleasant Valley, and then following Beaver Creek to the Nestucca River in the vicinity of present day Hebo. From Hebo, the trail was cleared up Three Rivers to Dolph, thence southerly and easterly to the two of Grand Ronde where it joined the Salmon River route to the interior. The existence of this wagon trail was noted in the 1874 GLO Survey Platt of the area. A more direct cross-country route from Dolph to the Grand Ronde Indian Agency, cited as the Dolph Toll Road by the 1937 Oregon Historical Records Survey, was opened in 1883. This alternate cut-off, which bypassed a lengthy southerly loop in the older Wagon Road, was operated until 1914. As a part of the Dolph Toll Road, the wagon road site is directly associated with this pioneer enterprise.

By the end of the 19th century, counties had assumed primary responsibility for road construction. Many of the early trails and wagon roads were converted to all-weather roads as county resources permitted. Much of the Dolph Toll Road's alignment, including the easternmost portion of the Toll Road's grade, was improved, later paved, and incorporated into an expanding modern state road system. State Highway 22 now follows much of the combined route.

2. The Dolph Toll Road is not associated with the lives of persons significant in our past, to the extent that it is not identified with any person of prominence. However, it is associated with the lives of the pioneer settlers of Tillamook and Yamhill Counties in terms of construction, operation, and use of the road.

3. The Dolph Toll Road embodies the distinctive characteristics of frontier-era trail and road construction. Essentially a through cut, the alignment was located along lines of least resistance, following stream bottoms and intervening ridge crests. Building the road consisted of clearing a track through the covering vegetation, with little actual modification of the land forms. Improvement of the roadbed was minimal, while continuing definition of the trace relied on soil compaction and vegetative subduction consequent to wagon traffic and driven livestock. Though much abbreviated, the extant segment of the Dolph Toll Road exhibits the expedient qualities of pioneer roads developed with limited hand tools.

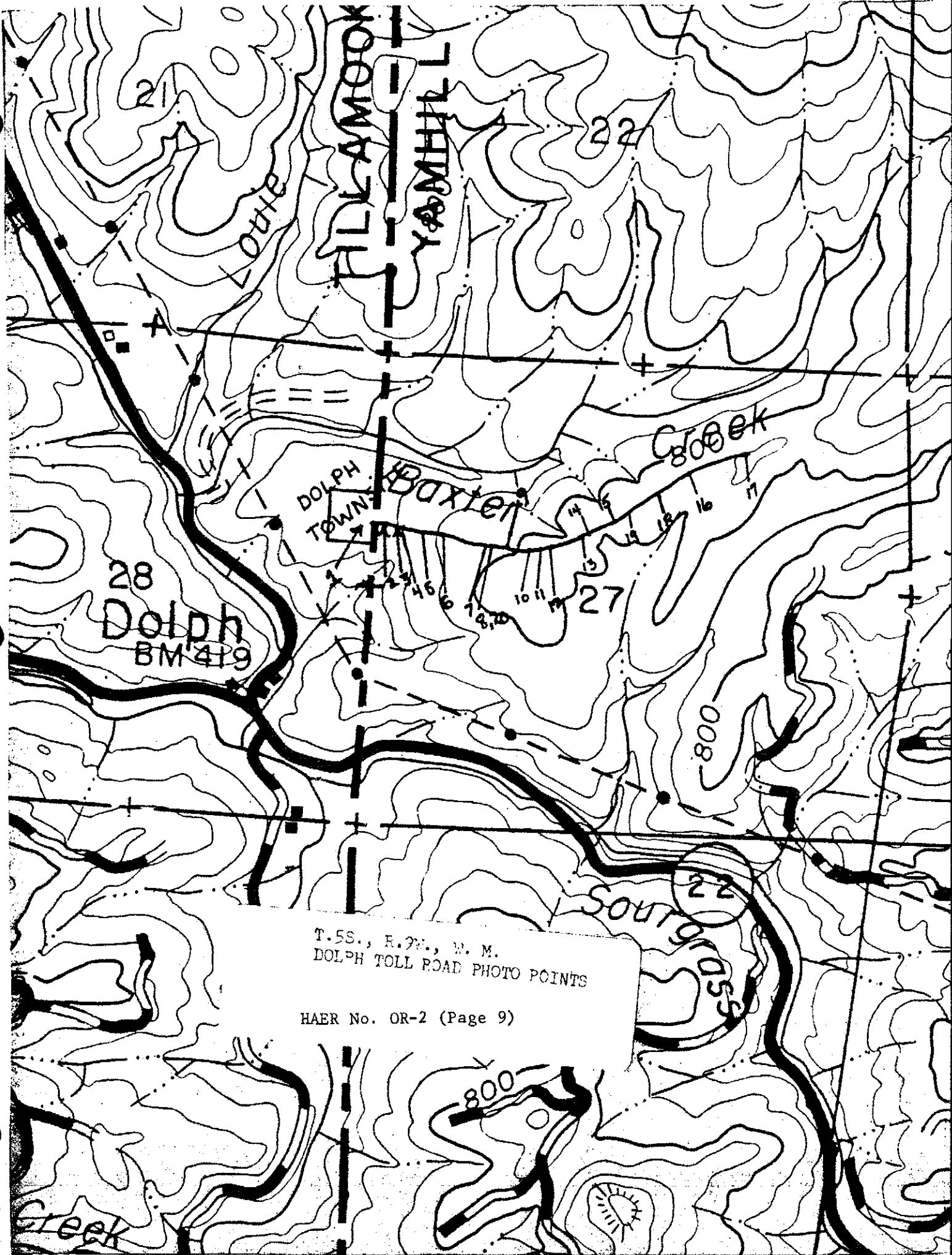
4. The Dolph Toll Road contains information about the location, design, and construction of frontier-era trails that is important to public understanding of the means of travel and communication in the period of settlement in Tillamook and Yamhill Counties. It offers an interesting study of a transportation system of that day.

Conclusion:

The quality of significance in local history is present in the Dolph Toll Road site. Possessing integrity of location and setting overall, and integrity of design, materials, workmanship, feeling, and association in a preponderance of its 1.6-mile length, the Dolph Toll Road site is associated with the establishment of an early transportation system that had an important influence on the historic development of Tillamook County, Oregon. It now recalls the means of travel and communication in the settlement period. Identified with the lives of early area settlers who built, operated, and used it, the Dolph Toll Road embodies the distinctive characteristics of frontier-era trail and road construction. Evidencing the expedient qualities of roads developed with limited hand tools, the Dolph Toll Road may be seen to contain information important to public understanding of the history of the period and place. The 1.6-mile segment of historic grade represents a significant remnant of an early pioneer road system. It assumes greater importance in light of the much diminished mileage remaining intact. The Dolph Toll Road site meets the criteria of significance and is eligible for inclusion in the National Register of Historic Places.

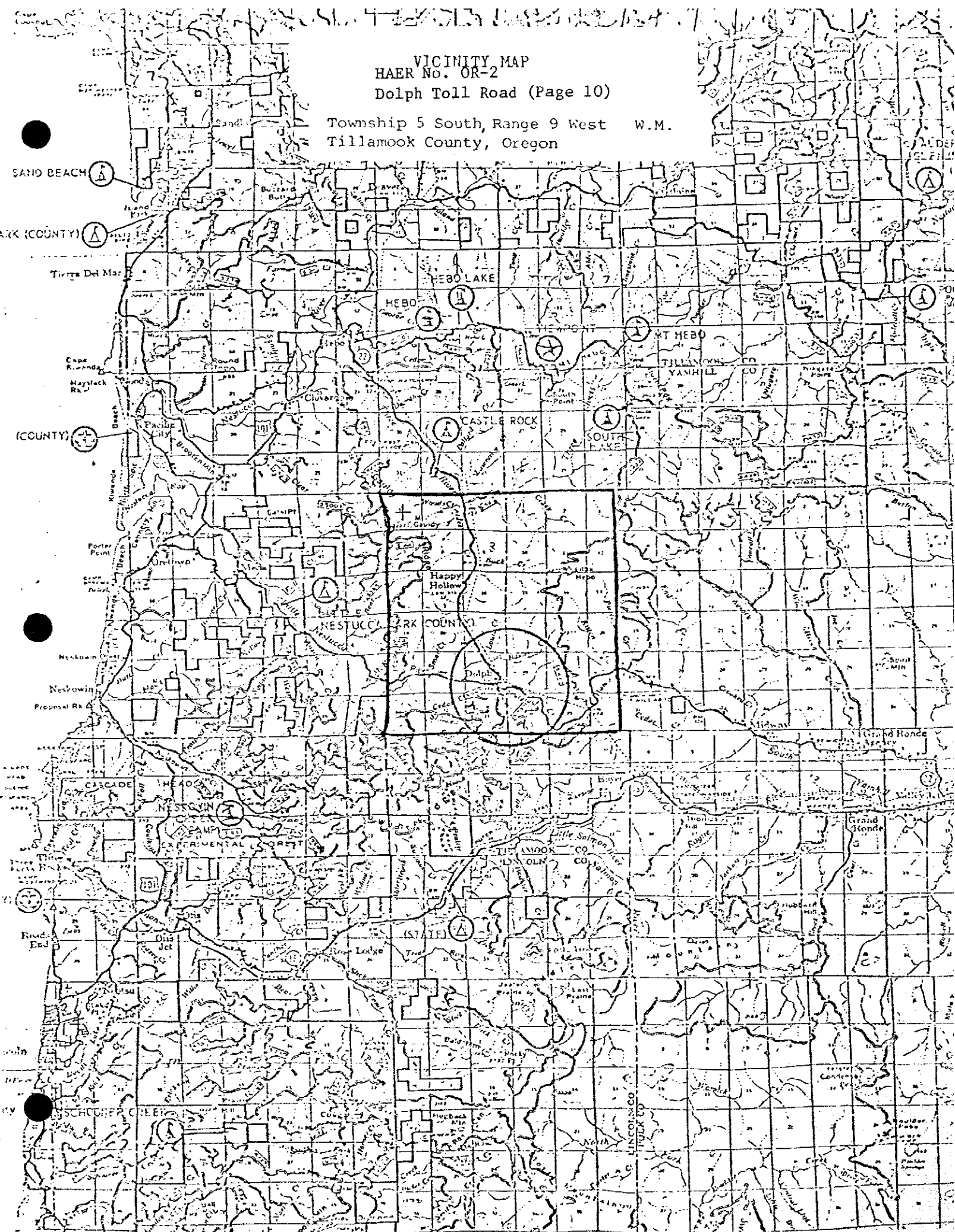
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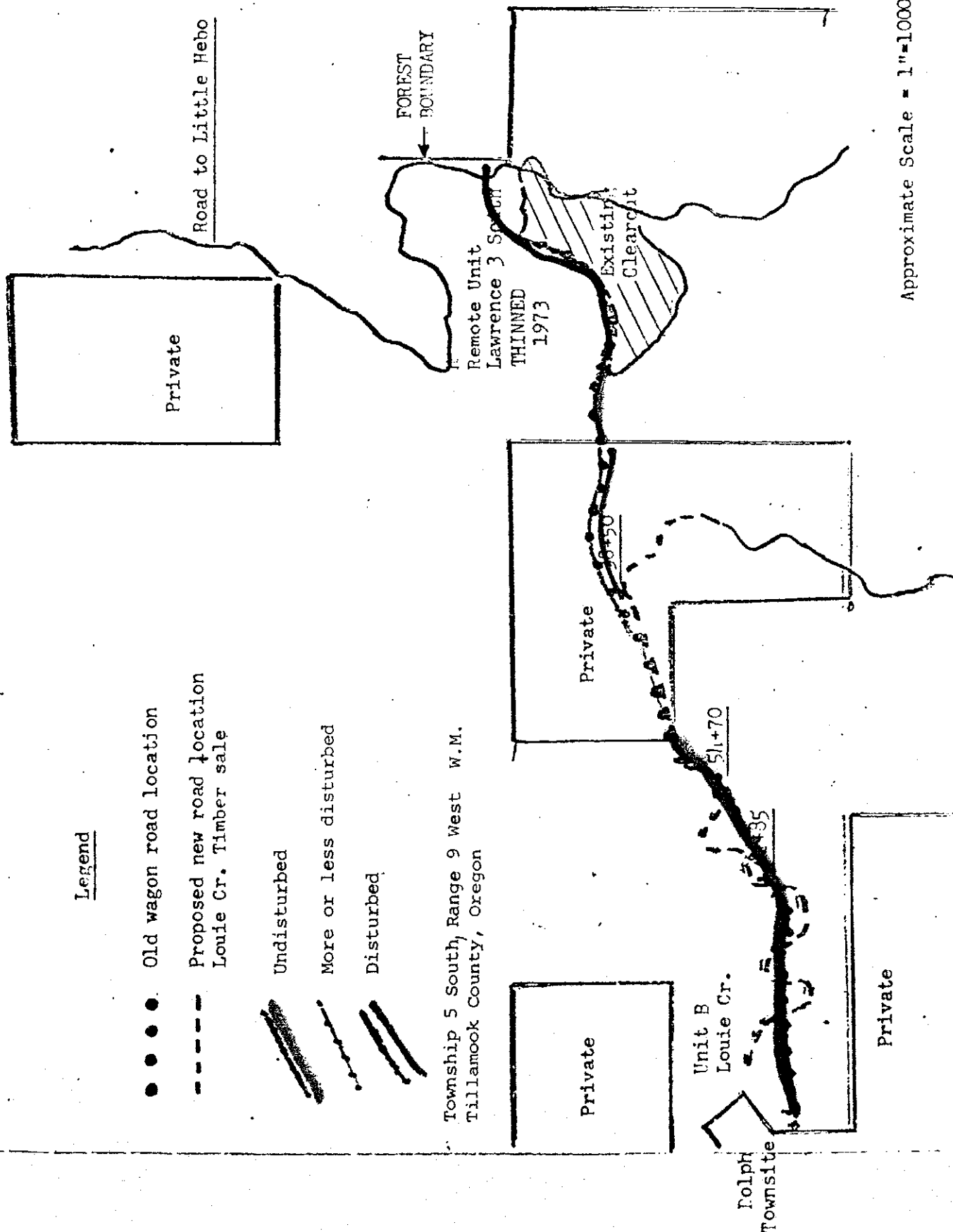


VICINITY MAP
HAER No. OR-2
Dolph Toll Road (Page 10)

Township 5 South, Range 9 West W.M.
Tillamook County, Oregon

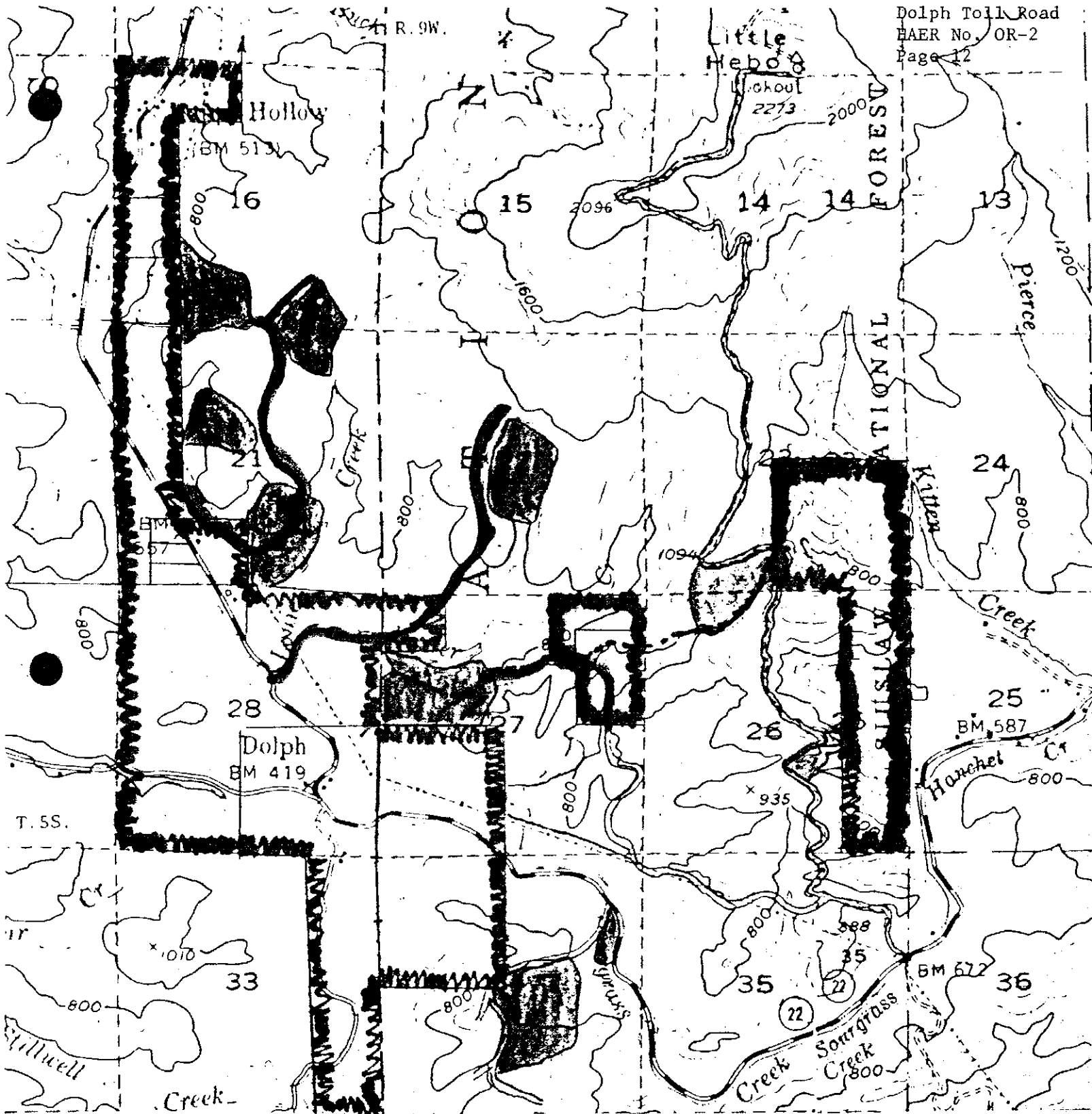


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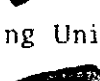




VICINITY MAP

Dolph Toll Road
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LEGEND

Existing Roads 
Proposed Roads 
Proposed Cutting Units
(Louie Creek) 

Proposed Cutting Units
(Lawrence Three South) 
Private Property 

Dolph Toll Road 